

### LISTING OF THE CLAIMS

1. (withdrawn) A tire, comprising:
  - an inboard tire wall having a bead;
  - an outboard tire wall having a bead, a wheel protector, and a flange seat;
  - the outboard tire wall having an inner diameter, an outer diameter, and a width therebetween, and the inboard tire wall having an inner diameter, an outer diameter, and a width therebetween, the widths of the outboard and inboard tire walls being approximately the same;
  - the flange seat on the outboard tire wall having an inner diameter, a substantially horizontal ledge, and a width therebetween, and the outboard bead having an inner diameter, an outer diameter, and a width therebetween, the width of the flange seat being greater than the width of the outboard bead, the flange seat being configured to receive a wheel flange for creating the appearance of a larger diameter wheel mounted within a low-profile tire.
2. (withdrawn) The tire of Claim 1, wherein the flange seat is configured to interface with an extended outer flange of a wheel when mounted thereon to thereby simulate the appearance of a low-profile tire on a large-diameter wheel.
3. (withdrawn) The tire of Claim 1, wherein the outboard and inboard tire walls are approximately mirror images of each other.
4. (withdrawn) The tire of Claim 1, wherein a cross-section of the ledge is substantially parallel to the axis of the tire.
5. (withdrawn) The tire of Claim 1, wherein the ledge has an inboard edge, an outboard edge, and a width therebetween, the width of the ledge being at least about 1/8 inch.
6. (withdrawn) The tire of Claim 5, wherein the width of the ledge is between 1/8 inch and about 1/4 inch.
7. (withdrawn) The tire of Claim 1, wherein the width of the flange seat is at least about 1-1/2 inches.
8. (withdrawn) The tire of Claim 7, wherein the width of the flange seat is at least about one-quarter of the width of the outboard tire wall.

9. (withdrawn) The tire of Claim 7, wherein the width of the flange seat is at least about one-third of the width of the outboard tire wall.

10. (withdrawn) The tire of Claim 7, wherein the width of the flange seat is at least about one-half of the width of the outboard tire wall.

11. (withdrawn) The tire of Claim 1, wherein the width of the flange seat is at least about 2 inches.

12. (withdrawn) The tire of Claim 11, wherein the width of the flange seat is at least about one-quarter of the width of the outboard tire wall.

13. (withdrawn) The tire of Claim 11, wherein the width of the flange seat is at least about one-third of the width of the outboard tire wall.

14. (withdrawn) The tire of Claim 11, wherein the width of the flange seat is at least about one-half of the width of the outboard tire wall.

15. (withdrawn) The tire of Claim 1, wherein the width of the flange seat is at least about 2-1/2 inches.

16. (withdrawn) The tire of Claim 15, wherein the width of the flange seat is at least about one-quarter of the width of the outboard tire wall.

17. (withdrawn) The tire of Claim 15, wherein the width of the flange seat is at least about one-third of the width of the outboard tire wall.

18. (withdrawn) The tire of Claim 15, wherein the width of the flange seat is at least about one-half of the width of the outboard tire wall.

19. (withdrawn) A tire for enhancing a simulated appearance of a large-diameter wheel mounted within a low-profile tire, the tire comprising:

an outboard tire wall, an inboard tire wall, and a tread, the outboard tire wall having an inner diameter, an outer diameter, and a width therebetween, the width of the outboard tire wall being at least about 3-1/2 inches;

a flange seat formed on at least the outboard tire wall, the flange seat having an inner diameter, a ledge, and a width therebetween, wherein the width of the flange seat is between about one-quarter and about one-half as large as the width of the outboard tire wall, the flange seat being configured to receive a flange with an outboard face attached to a wheel mounted within the tire without obscuring the outboard face of the flange; and

the distance between the tread and the inner diameter of the outboard tire wall being about the same as the distance between the tread and the inner diameter of the inboard tire wall.

20. (withdrawn) The tire of Claim 19, wherein a cross-section of the ledge is substantially parallel to the axis of the tire.

21. (withdrawn) The tire of Claim 19, wherein the outboard and inboard tire walls are approximately mirror images of each other

22. (withdrawn) The tire of Claim 19, wherein the width of the flange seat is at least about 1-1/2 inches.

23. (withdrawn) The tire of Claim 19, wherein the width of the flange seat is at least about one-third of the width of the outboard tire wall.

24. (withdrawn) The tire of Claim 19, wherein the width of the flange seat is at least about one-half of the width of the outboard tire wall.

25. (withdrawn) The tire of Claim 19, wherein the width of the flange seat is at least about 2 inches.

26. (withdrawn) The tire of Claim 25, wherein the width of the flange seat is at least about one-third of the width of the outboard tire wall.

27. (withdrawn) The tire of Claim 25, wherein the width of the flange seat is at least about one-half of the width of the outboard tire wall.

28. (withdrawn) The tire of Claim 19, wherein the width of the flange seat is at least about 2-1/2 inches.

29. (withdrawn) The tire of Claim 28, wherein the width of the flange seat is at least about one-third of the width of the outboard tire wall.

30. (withdrawn) The tire of Claim 28, wherein the width of the flange seat is at least about one-half of the width of the outboard tire wall.

31. (currently amended) A tire for enhancing a simulated appearance of a large-diameter wheel mounted within a low-profile tire, the tire comprising:

an outboard tire wall, an inboard tire wall, and a tread between the outboard and inboard tire walls;

the outboard tire wall comprising a wheel protector, a ledge with an inboard end and an outboard end, and a flange seat configured to receive an extended flange on a wheel mounted within the tire, the flange seat comprising an outboard bead, and the outboard tire wall further comprising words indicating a recommended tire pressure, the words being positioned on a portion of the outboard tire wall radially outwardly beyond the flange seat, the positioning of the words being configured to permit the words to be visible when the tire is mounted within a wheel with an extended flange;

the inboard tire wall comprising an inboard bead, the inboard and outboard beads being comprised of indented rings formed on inner radial edges of the respective inboard and outboard tire walls, and the inboard and outboard tire walls each being at least about 3-1/2 inches in length, and each of the inboard and outboard tire walls having about the same length;

the wheel protector extending in the outboard direction further than any other portion of the outboard tire wall, and the distance between the inboard and outboard ends of the ledge being at least about 1/8 inch;

the flange seat comprising an inner diameter, an outer diameter, and a width therebetween, the inner diameter of the flange seat being the inner diameter of the outboard tire wall, and the outer diameter of the flange seat being the diameter of the ledge, the radial distance between the inner and outer diameters of the flange seat being at least about 1-1/2 inches, and the outboard bead having an inner diameter, an outer diameter, and a width therebetween, the inner diameter of the outboard bead being the inner diameter of the outboard tire wall.

32. (previously presented) The tire of Claim 31, wherein the respective inboard and outboard beads each have an inner diameter, an outer diameter, and a width therebetween, and the inboard bead and the outboard bead have substantially the same width.

33. (cancelled).

34. (cancelled).

35. (original) The tire of Claim 31, wherein the width of the flange seat is at least about 2 inches.

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36. (original) The tire of Claim 35, wherein the width of the flange seat is at least about one-quarter of the width of the outboard tire wall.

37. (original) The tire of Claim 35, wherein the width of the flange seat is at least about one-third of the width of the outboard tire wall.

38. (original) The tire of Claim 35, wherein the width of the flange seat is at least about one-half of the width of the outboard tire wall.

39. (original) The tire of Claim 31, wherein the width of the flange seat is at least about 2-1/2 inches.

40. (original) The tire of Claim 39, wherein the width of the flange seat is at least about one-quarter of the width of the outboard tire wall.

41. (original) The tire of Claim 39, wherein the width of the flange seat is at least about one-third of the width of the outboard tire wall.

42. (original) The tire of Claim 39, wherein the width of the flange seat is at least about one-half of the width of the outboard tire wall.

43. (previously presented) The tire of Claim 31, wherein the length of each of the inboard and outboard tire walls is between about 3-1/2 inches and 5-1/2 inches.

44. (previously presented) The tire of Claim 43, wherein the ledge is horizontal.

45. (previously presented) The tire of Claim 44, wherein the width of the ledge is between about 1/8 inch and about 1/4 inch.

46. (previously presented) The tire of Claim 31, wherein the wheel protector is configured to extend at least about 1/16 inch beyond an outboard face of a wheel mounted within the tire.

47. (previously presented) The tire of Claim 46, wherein the wheel protector is configured to extend between about 1/16 inch and about 1/4 inch beyond an outboard face of a wheel mounted within the tire.

48. (previously presented) The tire of Claim 31, wherein a portion of the flange seat positioned immediately adjacent to and radially inwardly from the ledge is located substantially further in the inboard direction than a portion of the outboard tire wall positioned immediately adjacent to and radially outwardly from the wheel protector.

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49. (previously presented) The tire of Claim 31, wherein a majority of the flange seat is substantially vertical.